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CENTRAL INTELLIGENCE AGENCY

REPORT NO. [REDACTED]

INFORMATION REPORT

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COUNTRY Germany (Russian Zone)

DATE DISTR. 11 September 1950

SUBJECT Reduction of the Number of
Locomotive Columns

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(LISTED BELOW)SUPPLEMENT TO
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1. [REDACTED] the following locomotive columns will be deactivated: (1)

No 9 in Cottbus (N 52/A 57)
No 3 in Berlin-Pankow (N 53/Z 85)
No 7 in Karlshorst (N 53/Z 94)
No 13 in Seddin (N 53/Z 52)
No 6 in Pasewalk (N 54/Q 16)
No 12 in Angermuende (N 54/Q 20) (2)

2. The following locomotive columns will continue to operate:
4 columns in Frankfurt/Oder (O 53/V 63)
1 column in Cottbus
1 column in Hoyerswerda (N 52/A 53) (3)

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3. [REDACTED]
"The locomotives of the deactivated columns with coaches
for living purposes will be kept serviceable but cold on
suitable sidings, but not in the Berlin (N 53/Z 75) area
or in the immediate vicinity of railroad repair or main-
tenance shops." (4)

4. Locomotive Column No 6 in Pasewalk is equipped with 29 type 50 locomotives.
Of these locomotives 26 are being kept cold and only 3 are in use.
5. Locomotive Column No 12 in Angermuende has 27 type 52 locomotives; 25 of
them are being kept cold and only 2 are in use.
6. All locomotive columns were placed under German administration as of 1 July
1950. Soviets are no longer assigned to the agencies charged with the
supervision of locomotive columns. (5)
7. Long-Distance Locomotive Columns to be deactivated include Long-Distance
Locomotive Column No 13, stationed in Seddin and composed of 25 brigades
(locomotives and auxiliary coaches). The locomotives will be kept as a
reserve. (6)

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6. The Soviet Zone Railroads Directorate General has decreed that, in the future, no former member of the National-Socialist Party will be employed for brigade or train escort duty. The former Nazi Party members are to be replaced by personnel from the Youth Brigades. (6)

[] Comments.

- (1) The planned reorganization of reduction of the number of locomotive columns, [] now seems to be in the process of implementation. The reasons for this measure are not yet clear, but the answer may lie in one of the following:

- a. The visible Soviet interference with Soviet Zone rail operations, especially patent in the existence of locomotive brigades employed by Soviet orders and for Soviet transit traffic, is to be reduced, possibly for political considerations. This may be connected with the trips to Moscow made in May and June by Soviet Zone Traffic Minister Professor Reingruber, and Kramer, Deputy Director General of the German Railroads.
- b. The majority of the railroad personnel employed in locomotive columns seem to be considered security risks so far as espionage and sabotage activities are concerned. Until it is possible to replace these employees with Communist-line men, preferably younger activists, those columns which are not required for routine operations will possibly be temporarily placed on a reserve status. The present personnel strength and abundant equipment of the locomotive columns would permit the easy execution of such a measure.
- c. It may be planned to employ Soviet train personnel instead of the German railroadmen. Such a measure would presumably take place only in large-scale transportation operations and in case of need. []
[] such a step does not seem impossible.
- d. It may also be planned to let the Poles handle Soviet transit traffic in Poland. In doing this, they would have yielded, possibly for political reasons, to constant remonstrations of the Poles in this respect. Such a measure would restore normal conditions in international rail transit traffic. []

The assumptions under a and d seem the most probable, but this does not preclude the possibility that the Soviets, if necessary, will also take the measures mentioned under b and c. But apart from these conjectures, the 60 percent reduction in the number of locomotive columns represents a reduction of Soviet transit facilities in Poland, although this may be only temporary. From this fact it may be inferred that the Soviets, for the time being, do not plan to increase the present 30 trains operating daily in both directions. This volume of traffic can be handled by the remaining six locomotive columns, which have a total strength of 150 to 180 locomotives.

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- (4) The way in which the locomotives of these deactivated locomotive columns are being kept does not indicate any intention to return them to the German State Railroads. The question of ownership is still undecided, as the Soviets consider these column locomotives as war booty or reparations goods.
- (5) Confirms available information, according to which Locomotive Columns [redacted]
- (6) [redacted]
- (7) The replacement of politically unreliable locomotive column personnel by Communist-line railroadmen, predominantly young activists, was previously reported. [redacted]

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